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*Suspicious death on ship Palamos, from Barcelona.*

BRUNSWICK QUARANTINE, June 24, 1900.

SIR: I have to report the arrival of the Spanish ship *Palamos*, sixty days from Barcelona, with sand ballast, and crew of 18 men. Thirty-two hours previous to arrival at this station 1 of the crew became ill and died in about eight hours after arrival here, having been sick in all about forty hours. He was conscious and rational until a short time before death, and answered intelligently the questions asked him concerning his illness. Examination showed pulse of 140; temperature, 39° C.; respiration, 35; dullness on percussion over lower lobe of left lung; frequent cough with frothy mucous expectoration; intense pain in left hypochondrium, and extending as high as the fifth rib. Movement from recumbent to sitting posture did not seem to increase the pain, nor was the pain more intense on inspiration than expiration. The superficial glands did not appear swollen.

The absence of evidence to substantiate a diagnosis of pneumonia or other specific pulmonary lesion, coupled with history of the case and its physical signs, included a probability of plague infection. For this reason I remanded the vessel to South Atlantic Quarantine. The vessel was towed to that station to-day, with the remains aboard.

Respectfully,

R. E. L. BURFORD,

Acting Assistant Surgeon, U. S. M. H. S.

*Case of typhus fever on the bark Kotka.*

BRUNSWICK QUARANTINE, June 24, 1900.

SIR: I have the honor to report the arrival of the Norwegian bark *Kotka*, fifty-seven days from Cape Town, South Africa, with 1 case of typhus fever aboard. I have remanded the vessel to South Atlantic Quarantine Station for disinfection.

Respectfully,

R. E. L. BURFORD,

Acting Assistant Surgeon, U. S. M. H. S.

*Cruise of the W. D. Bratton.*

PORT TAMPA, FLA., June 26, 1900.

SIR: I have to respectfully submit the following report of the cruise of the steamer *Bratton* for the period from June 22 to 25, inclusive:

I left Port Tampa on the morning of the 22d at 6 a. m. en route for Cedar Keys. After getting out of Tampa Bay found very heavy sea, with heavy southerly wind, and vessel shipped a great many seas, but freed herself very well. At 10 a. m., when off Clearwater, the engines broke down and we were compelled to improvise sails from awnings to keep her off the bar. We managed in this way to keep her before the wind and make a little headway. Seas were breaking all over her and she had her decks under water most of the time. After six hours' constant work the engines were repaired, and we got into Anclote Harbor at 5.30 p. m. and anchored during a very heavy rain squall. After the squall passed over 16 smacks were sighted anchored in entrance of harbor about 1½ miles offshore, also 1 American vessel anchored nearer inshore and about 40 spongers still closer inshore.

On the morning of the 23d we weighed anchor and moved out among the smacks and anchored, but did nothing more than watch to see that no other vessel communicated with them, as it was too rough to drive them out. During the day 4 more smacks came in and anchored near the others. At 5 p. m. the wind got very much higher, and all vessels